

Application No.: 10/767,652

Docket No.: 209546-81662

**AMENDMENTS TO THE SPECIFICATION**

Please replace Paragraph [0025] with the following paragraph:

[0015] In addition to the advantages described above relating to the distribution of the load, F, the channels 52 are preferable to maintain consistency of the final form of the headliner 10a-10f once the manufacturing process is completed. The manufacturing process of the headliner 10a-10f includes inserting a covering layer, such as a film 150, over a mold half (not shown). Then, a core 175, such as a urethane material, is foamed over the film 150. Next, another layer of film 125 is applied to the exterior surface 25 of the core 175. Then, the mold is closed, allowing the core 175 to expand between the films 125, 150. Next, the molded headliner 10a-10f is removed from the mold tool with the films 125, 150 adhering to the core 175. Because of the core 175 being made of urethane material, the core 175 may form a substrate of the headliner 10a-10f. The core 175 made of urethane material may also include fiberglass reinforcing fibers 177 to provide additional structural integrity to the headliner 10a-10f. A decorative covering layer (not shown) may be applied to the film 125 to form an A-surface of the molded headliner 50, 100 exposed to the passengers of the vehicle. When installed in the vehicle, the film 150 may form the B-surface positioned adjacent the roof (not shown) of the vehicle. It will be appreciated that the headliner 50, 100 can include additional layers of material as contemplated by one skilled in the art.